

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0013924

Laurens County

GDOT District 2 - Tennille

SR 26 @ Indian Branch 5.2 miles SE of  
Brewton – Bridge Replacement

**OFFICE** Design Policy & Support

**DATE** 8/16/2018

  
**FROM** *for* Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Hiral Patel, Director of Engineering

Joe Carpenter, Director of P3

Albert Shelby, Director of Program Delivery

Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator

Kim Nesbitt, Program Delivery Administrator

Bobby Hilliard, Program Control Administrator

Paul Tanner, State Transportation Planning Administrator

Eric Duff, State Environmental Administrator

Bill DuVall, State Bridge Engineer

Andrew Heath, State Traffic Engineer

Angela Robinson, Financial Management Administrator

Erik Rohde, State Project Review Engineer

Monica Flournoy, State Materials Engineer

Patrick Allen, State Utilities Engineer

Eric Conklin, State Transportation Data Administrator

Attn: Systems & Classification Branch

Benny Walden, Statewide Location Bureau Chief

Corbett Reynolds, District Engineer

Todd Price, District Preconstruction Engineer

Jamie Lindsey, District Utilities Engineer

Jeff Henry, Project Manager

BOARD MEMBER - 12th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Bridge Replacement P.I. Number: 0013924  
GDOT District: 2 County: Laurens  
Federal Route Number: 80 State Route Number: 26  
Project Number:

SR 26 @ Indian Branch 5.2 mi SE of Brewton

**\*\*Report update June 22 & June 25, 2018 to address review comments**

**Submitted for approval:**

Saurabh Bhattacharya, PE - **PARSONS** *Saurabh* 4/18/2018

Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office Date

*Hamberly W. T. J. J. J.* 5/10/18

State Program Delivery Administrator Date

Kim Chapman *Kim Chapman* *SHP* 4-19-18

GDOT Project Manager Date

**\*Recommendations on File**

**Recommendation for approval:**

**\*Eric Duff/KLP** 5-11-2018

State Environmental Administrator Date

**\*Christina Barry/KLP** 5-22-2018

*for* State Traffic Engineer Date

**\*Bill DuVall/KLP** 7-21-2018

State Bridge Engineer Date

**\*Jimmy Smith/KLP** 5-14-2018

District Engineer Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

*Chakrabarti for Cynthia L. VanDyke* 5-17-2018

State Transportation Planning Administrator Date

**Approval:**

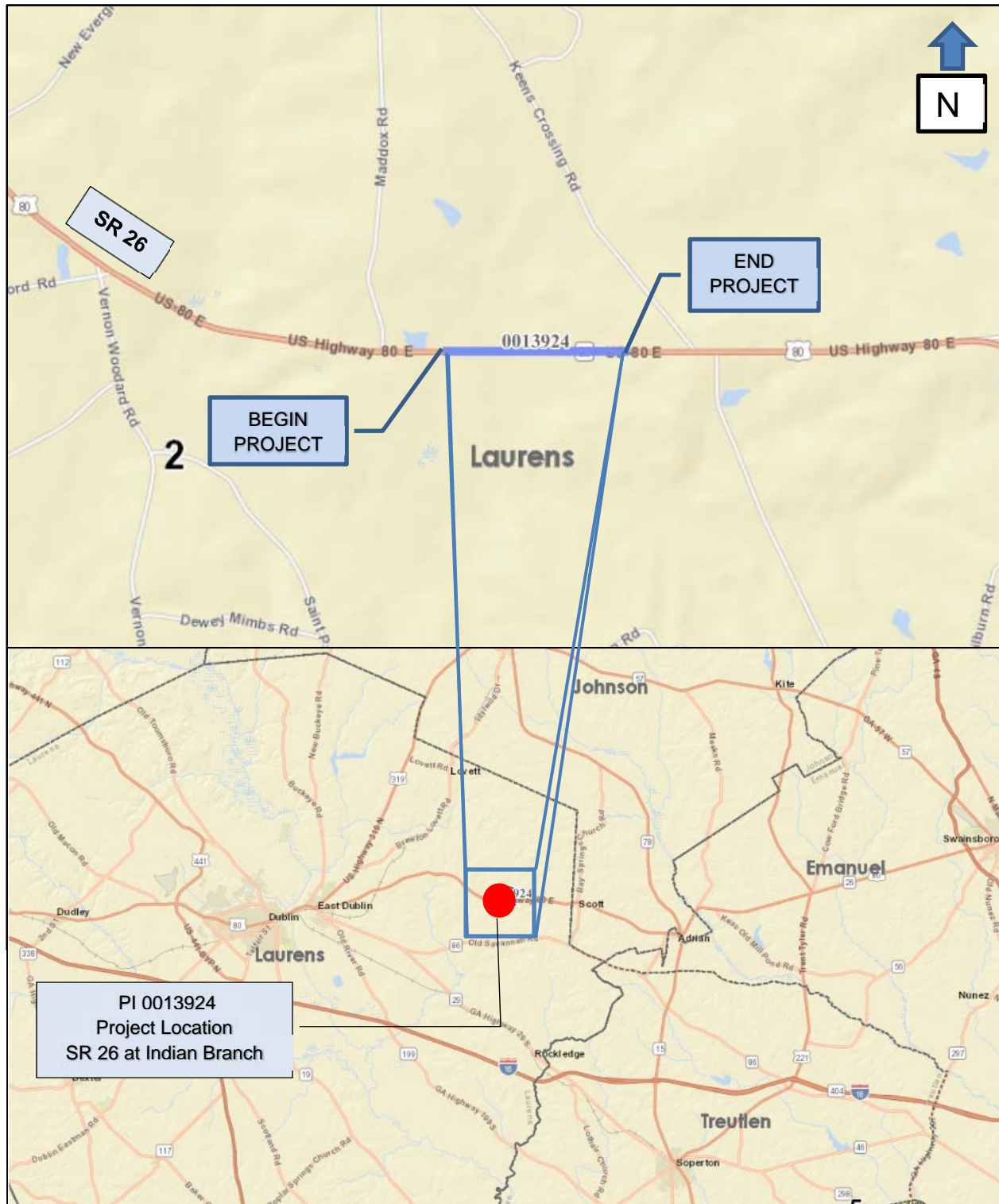
Concur: *Heidi Pirel* 8-03-18

GDOT Director of Engineering Date

Approve: *Margaret B. Pirel* 8/16/18

GDOT Chief Engineer Date

## PROJECT LOCATION MAP



**PI 0013924 / LAURENS COUNTY**  
**SR26 / US 80 / SAVANNAH AVE AT INDIAN BRANCH**



County: Laurens

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The bridge on SR 26 (US 80) over Indian Branch, Structure ID 175-0022-0, was built in 1932. This bridge consists of four (4) spans of concrete slab units on concrete caps with concrete piles. A structural analysis shows a lower than expected carrying capacity in the substructure of this bridge. This bridge was designed using an H-15 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The concrete slab units are in fair condition with heavy delamination on the topside and cracking with efflorescence on the bottom side in all spans. The substructure is in fair condition with large spalls with exposed rebar in the concrete caps as well as moderate scaling with exposed aggregate and heavy spalling with exposed rebar in the concrete piles. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the age of the structure, the structural analysis of the bridge, and unknown foundation of the substructure, replacement of this 85-year-old bridge is recommended.

**Existing conditions:** The existing bridge carries SR 26/US 80 over Indian Branch. SR 26 is a rural two-lane road with 12-foot travel lanes and 2-foot paved shoulders at the bridge approach. The CIP deck is 27-feet wide with available roadway width of 23.9 feet and no existing sidewalk or bike lane. US 80 has 2018 ADT of 1,950 VPD with 9% Trucks. SR 26 currently has 55mph posted speed however, there is an advisory speed reduction of 45 mph at the bridge approach due to narrow roadway width at the bridge. There is an existing telephone line supported on the bridge and there are existing electrical power lines and poles located on the north side of the existing roadway.

**Other projects in the area:**

1. PI No. 270737- CR 73/Vernon Woodard Road Bridge Replacement at Indian Branch E of East Dublin (Programmed)

**MPO:** N/A - not in an MPO

**TIP #:** N/A

**Congressional District(s):** 12

**Federal Oversight:** ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

**Projected Traffic:** AADT 24 HR T: 9.0%  
 Current Year (2018): 1,925 Open Year (2023): 2,075 Design Year (2043): 2,800  
 Traffic Projections Performed by: PARSONS  
 Date approved by the GDOT Office of Planning: March 15, 2018

**Functional Classification (Mainline):** Rural Minor Arterial

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes  
 Initial Pavement Type Selection Report Required? ☒ No ☐ Yes  
 Feasible Pavement Alternatives: ☐ HMA ☐ PCC ☐ HMA & PCC

## DESIGN AND STRUCTURAL

**Description of Proposed Project:** This project is located approximately 5.2 miles SE of Brewton, Georgia in Laurens County and would replace the existing bridge located on SR 26 over Indian Branch. The proposed bridge would be located along the existing alignment to minimize environmental and right-of-way impacts along the project corridor. The Project begins and ends approximately 0.1 mile outside of the existing bridge limits for a total project length of 0.2 miles. Considering SR 26 within the project limits is neither part of State nor Regional Bicycle Plans of Altamaha Region, 4-foot paved shoulders and 12-foot lanes would be provided on the proposed roadway.

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**Major Structures:** *Bridge carrying SR 26 over Indian Branch*

Structure ID	Existing	Proposed
ID # 175-0022-0	Length = 68 feet CIP Deck Width = 27.0 feet Bridge Roadway Width = 23.90 feet 1 Lane in each Direction 11 feet travel lane width 0.5 feet shoulder width on both sides Sufficiency rating =56.5	Length = 79 feet Deck Width = 43'-3" (Full Width) 1 Lane in each Direction 12 feet travel lane width 8-foot shoulder 1.625 feet barrier

**Accelerated Bridge Construction (ABC) techniques anticipated:** ☐ No ☒ Yes

The preferred alternative for this bridge replacement is to construct the new bridge on existing alignment with road/bridge closure and an off-site detour of 3.5 additional travel miles. Anticipated construction duration is 12 months with off site detour/road closure of 9 months. The proposed project could potentially utilize prefabricated bridge elements to reduce the overall construction duration and limit the mobility impacts. Using ABC for the bridge construction would reduce the road closure by approximately 3 months. The benefit cost analysis of the using ABC will be further explored during the preliminary design phase.

**Mainline Design Features: SR 26/US80 – Rural Minor Arterial**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2 Lanes – 1 in each direction		2 Lanes – 1 in each direction
- Lane Width(s)	11-12-foot**	11-12-foot	12-foot
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width	2-foot	10-foot total 4-6.5 foot paved	10-foot total 4-foot paved
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A	4-ft	N/A
Posted Speed	55 mph & 45 mph advisory speed at the bridge approach		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius	N/A (Tangent)	1060-feet	N/A
Maximum Superelevation Rate	N/A (Tangent)	6% or 8%	N/A
Maximum Grade	1.5%	5%	1.8%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB-67		WB-67
Pavement Type	HMA		HMA

\*According to current GDOT design policy if applicable

\*\*Roadway lane width is 12-foot. Bridge lane width is 11-foot.

Is the project located on a NHS roadway? ☒ No ☐ Yes

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**Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:** None**Design Variances to GDOT Standard Criteria anticipated:** None**Lighting required:** ☒ No ☐ Yes**Off-site Detours Anticipated:** ☐ No ☐ Undetermined ☒ Yes**Transportation Management Plan [TMP] Required:** ☐ No ☒ YesIf Yes: Project classified as: ☒ Non-SignificantTMP Components Anticipated: ☒ TTC

## INTERCHANGES AND INTERSECTIONS

**Major Interchanges/Intersections:** N/A**Intersection Control Evaluation (ICE) Required:** ☒ No ☐ Yes

No intersections are affected by the proposed project footprint.

**Roundabout Peer Review Required:** ☒ No ☐ Yes ☐ Completed – Date:

## UTILITY AND PROPERTY

**Railroad Involvement:** N/A**Utility Involvements:**

Telecommunications	AT&T Distribution
Cable	Progressive Rural Telephone
Electric	Altamaha EMC

**SUE Required:** ☒ No ☐ Yes**Public Interest Determination Policy and Procedure recommended?** ☒ No ☐ Yes

**Right-of-Way:** Existing width: 70 ft. Proposed width: 70 ft.  
 Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined  
 Easements anticipated: ☐ None ☐ Temporary ☒ Permanent\*\*\* ☐ Utility ☐ Other

\*\*\*All permanent easement will have the right to place utilities for this project.

Anticipated total number of impacted parcels: 3  
 Displacements anticipated: Businesses: 0  
 Residences: 0  
 Other: 0  
 Total Displacements: 0

**Impacts to USACE property anticipated?** ☒ No ☐ Yes ☐ Undetermined

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** Traveling Public, Suitable habitat for the federally listed indigo snake, red cockaded woodpecker, and several plant species exists in the project corridor.**Context Sensitive Solutions Proposed:** To reduce the impact to environmental resources and species, an off-site detour with road closure and bridge replacement on the existing alignment is being

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recommended as a preferred alternative. One issue of concern with the road closure is to reduce the impact to the traveling public along this corridor. The current SR 26 route between East Dublin and Adrian is 17.5 miles. The required detour needed will be 21 miles approximately, which would be 3.5 miles longer than current SR 26 route. Additionally ABC techniques will be explored during preliminary design phase to reduce the off-site detour duration thereby limiting mobility impacts.

## ENVIRONMENTAL AND PERMITS

### Anticipated Environmental Document:

**NEPA:** ☐ PCE ☒ CE ☐ EA-FONSI  
**GEPA:** ☐ Type A ☐ Type B ☒ None

### Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

### Water Quality Requirements:

**MS4 Compliance – Is the project located in an MS4 area?** ☒ No ☐ Yes

**Is Non-MS4 water quality mitigation anticipated?** ☒ No ☐ Yes

**Environmental Permits, Variances, Commitments, and Coordination anticipated:** A Section 404 Nationwide Permit is anticipated for this project.

### Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes  
 Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

**NEPA/GEPA Comments & Information:** Based on ecology survey, 1 stream, wetlands at all four quadrants, suitable habitat for the federally listed indigo snake, red cockaded woodpecker, and several plant species exists in the project corridor. A seasonal survey for protected plants may be required. Based on location of streams and wetlands some impacts are anticipated. No archaeological sites were identified within the project area. Based upon field survey completed on 3/6/18, it appears that there will not be any eligible resources in the APE for this bridge project, however SHPO confirmation is pending. Impacts to air quality, or noise are not anticipated. A standard Detour Open House Meeting is anticipated.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

**Is Federal Aviation Administration (FAA) coordination anticipated?** ☒ No ☐ Yes

**Project Meetings:** Concept Team Meeting was held on March 29, 2018.  
 Detour Open House meeting anticipated date is July 31, 2018

**Other coordination to date:** Detour Feedback requested from local agencies.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Parsons as Consultant
Design	Parsons as Consultant
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT

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Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Parsons as Consultant
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

**Project Cost Estimate and Funding Responsibilities:**

	PE Activities		ROW	Reimbursable Utilities	CST****	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$500,000	\$13,400	\$106,000	\$0	<del>\$1,959,742.45</del> 1,917,071.95 KLP	\$2,536,471.95
Date of Estimate	5-25-17	3/2/2018	6/7/2018	6/7/2018	7/30/2018	

\*\*\*\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

**ALTERNATIVES DISCUSSION**

**Preferred Alternative:** The proposed bridge will be constructed along the same alignment as the existing bridge and would require an off-site detour during construction. The current SR 26 route between East Dublin and Adrian is 17.5 miles. Considering that SR 26 is a state route, the required detour needed would be 21-miles approximately, which would be 3.5 miles longer than current SR 26 route. There are local roads, which area residents can use to navigate around the road closure.

1,917,071.95 KLP

<b>Estimated Property Impacts:</b>	<b>3</b>	<b>Estimated CST Cost:</b>	<b><del>\$1,959,743</del></b>
<b>Estimated ROW Cost:</b>	<b>\$106,000</b>	<b>Estimated CST Time:</b>	<b>12 Months</b>

**Rationale:** This alternative was selected as the preferred because it maintains the existing alignment, and has the least impacts to the both the right-of-way and environmental resources. This alternative will also allow construction to be completed in 12 months, which is atleast 6 months shorter than other build alternatives that are considered. We anticipate that the road closure with low traffic volume will not present an issue to the surrounding stakeholders. This option also minimizes the costly utility relocations that would be required if the bridge was shifted to the North. Local Emergency Services reflects moderate concerns to detour alternative due to Highway 80 is used as an evacuation route. However, concerns were mitigated by reducing the road closure duration and limiting both right of way and environmental impacts.

**No-Build Alternative:** No proposed improvements within the bridge

<b>Estimated Property Impacts:</b>	<b>None</b>	<b>Estimated CST Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>None</b>

**Rationale:** This alternative is not preferred since the existing bridge over Indian Branch has poor structural integrity, designed below current standards, and does not meet the need and purpose of the project.



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<b>Alternative 1:</b> The proposed bridge would be constructed on a new alignment that runs parallel to the existing bridge to the South side. This will allow for the bridge to be stage constructed and allow for the existing SR 26 to remain open during construction. The proposed bridge and roadway typical dimensions would be the same as the preferred alternative. Shifting the bridge to the South will avoid utility impacts that are located on the north side of SR 26 / US 80 and avoid any road closure during construction.			
<b>Estimated Property Impacts:</b>	<b>4</b>	<b>Estimated CST Cost:</b>	<b>\$3,059,027.24</b>
<b>Estimated ROW Cost:</b>	<b>\$160,000</b>	<b>Estimated CST Time:</b>	<b>18 Months</b>
<b>Rationale:</b> This alternative was not selected as the preferred alternative because of larger impacts to the adjacent properties and an increase in project footprint which introduces additional construction and right-of-way cost. The relocation to the south incidentally is on the downstream side, which minimizes required hydraulic bridge clearance, however the profile grade will probably need to be raised and that determination will be made after more detailed hydraulic analysis.			

<b>Alternative 2:</b> This alternative is similar to the Alternative 1 but shifts the construction of the new bridge to a parallel alignment to the North of the existing bridge over Indian Branch.			
<b>Estimated Property Impacts:</b>	<b>3</b>	<b>Estimated CST Cost:</b>	<b>\$3,134,917.45</b>
<b>Estimated ROW Cost:</b>	<b>\$225,000</b>	<b>Estimated CST Time:</b>	<b>18 Months</b>
<b>Rationale:</b> This alternative was not selected because it would require existing power line to be relocated and it would increase environmental impacts.			

**Additional Comments/ Information:** None**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layout and Typical section
2. Detour Map
3. Cost Estimates
4. Traffic Study (approved)
5. Bridge Inventory Report
6. Concept Team Meeting Minutes

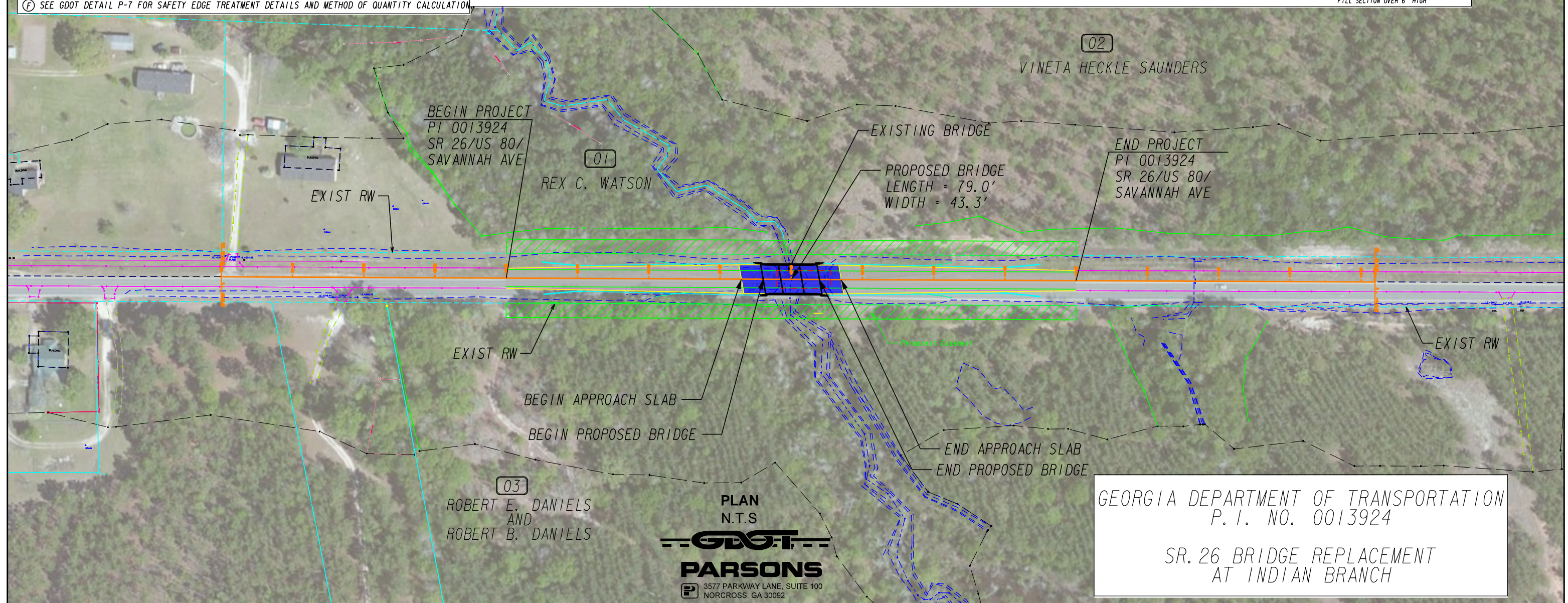
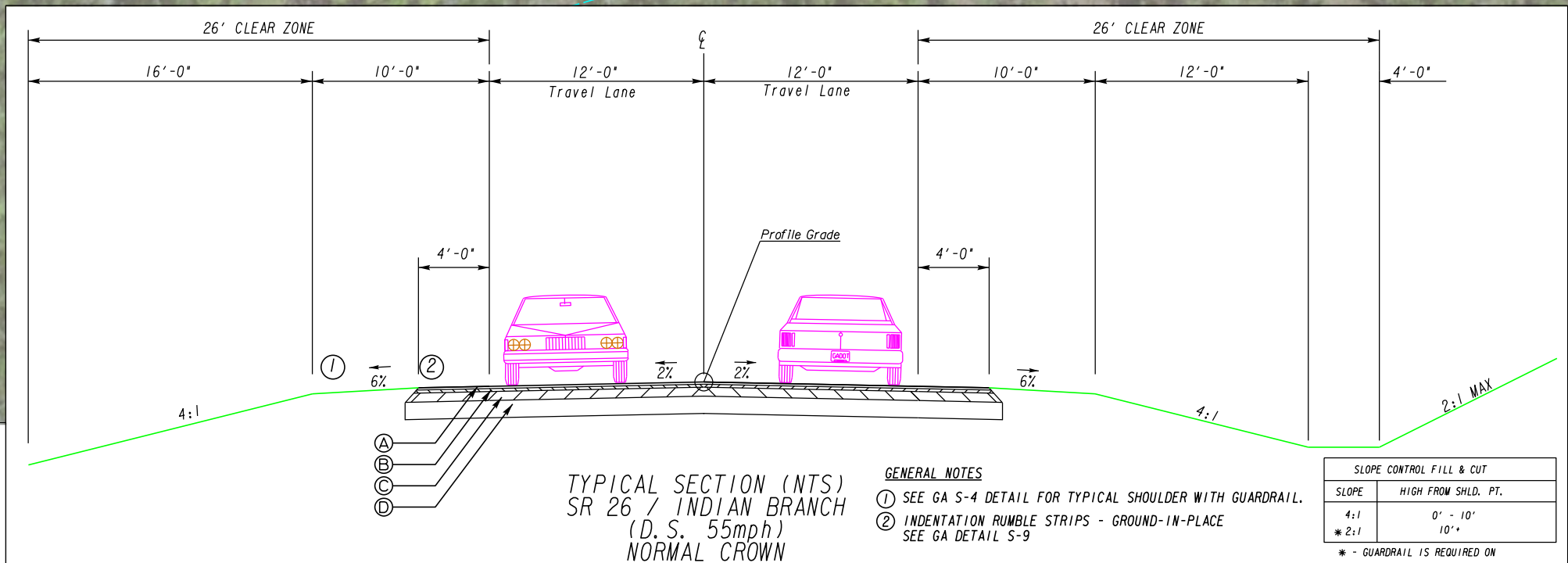


## LEGEND

- PROPOSED PERMANENT PAVING
- PROPOSED PERMANENT BRIDGE
- PERMANENT EASEMENT
- EXISTING R.O.W / PROPERTY
- EXISTING BRIDGE

### PAVEMENT SECTION

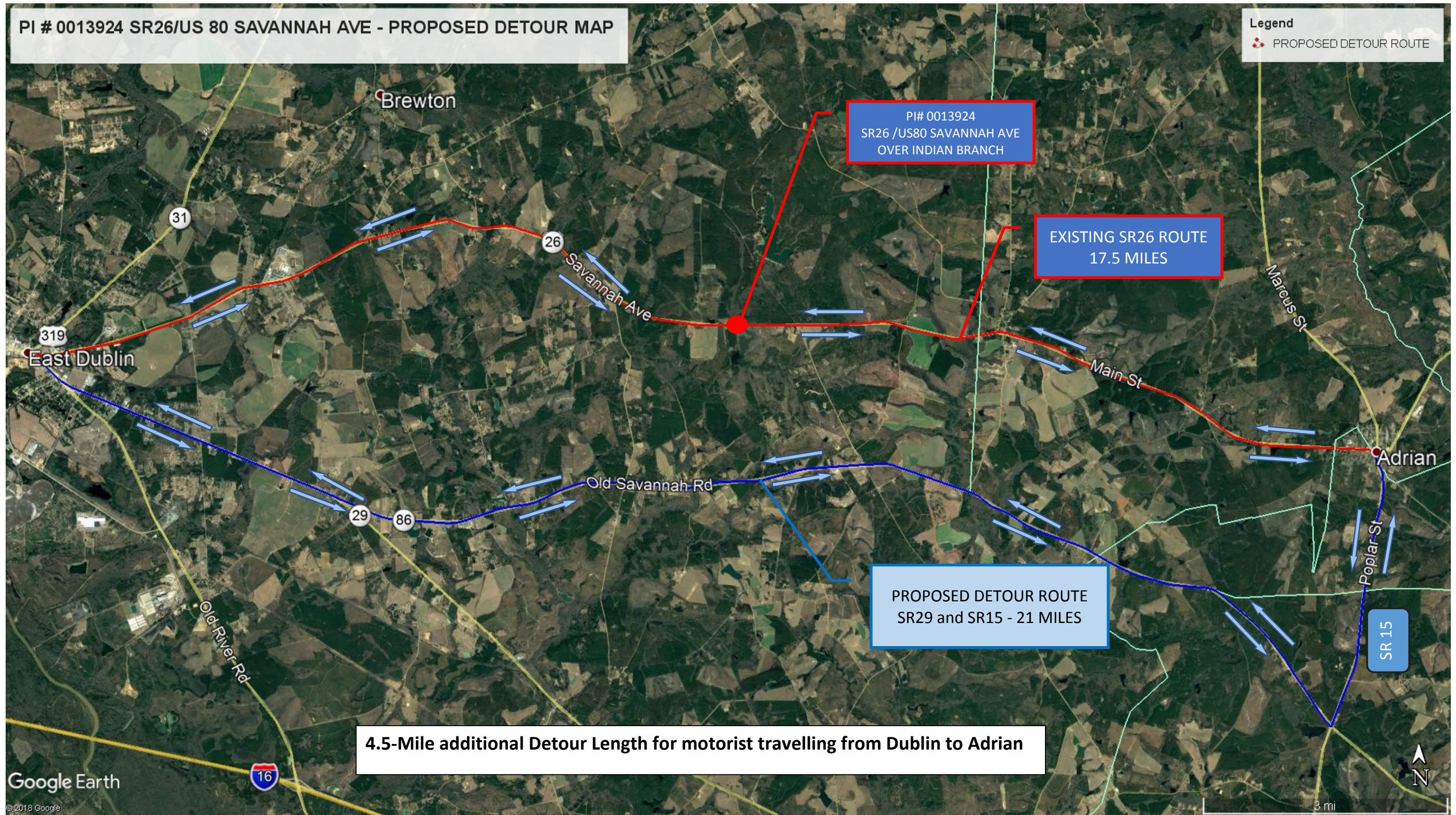
- (A) RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (137.5 LBS/SY)
- (B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- (C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (440 LBS/SY)
- (D) GR AGGR BASE CRS, 12 INCH, INCL MATL
- (E) RECYCLED ASPH CONC MILLING & LEVELING - VARIABLE DEPTH
- (F) SEE GDOT DETAIL P-7 FOR SAFETY EDGE TREATMENT DETAILS AND METHOD OF QUANTITY CALCULATION





PI # 0013924 SR26/US 80 SAVANNAH AVE - PROPOSED DETOUR MAP

Legend  
PROPOSED DETOUR ROUTE





# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. No. **0013924** **OFFICE** **PROGRAM DELIVERY**

**PROJECT DESCRIPTION**  
SR 26 @ INDIAN BRANCH ROAD 5.2 MI SE OF BREWTON

**DATE** **July 30, 2018**

**From:** **Kimberly Nesbitt, State Program Delivery Administrator**

**To:** Lisa L. Myers, State Project Review Engineer

**Subject: REVISIONS TO PROGRAMMED COSTS**

**PROJECT MANAGER** **Kim Chapman** **MGMT LET DATE** **11/15/2020**

**MGMT ROW DATE** **12/15/2019**

### PROGRAMMED COSTS (TPro W/OUT INFLATION)

### LAST ESTIMATE UPDATE

CONSTRUCTION	\$	1,500,000.00	DATE	5/25/2017
RIGHT OF WAY	\$	250,000.00	DATE	5/25/2017
UTILITIES	\$		DATE	

### REVISED COST ESTIMATES

CONSTRUCTION*	\$	1,917,071.95
RIGHT OF WAY	\$	106,000.00
UTILITIES	\$	-

\*Cost Contains **15** % Contingency

### **REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

Conceptual Cost Estimate

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$ 1,575,808.75	Base Estimate From CES	
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$ 78,790.44	Base Estimate (A) x	5 %
<b>C. CONTINGENCY:</b>	\$ 248,189.88	Base Estimate (A) + E & I (B) x	15 %
		<a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>	
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$ 14,282.88	Total From Liquid AC Spreadsheet	
<b>E. CONSTRUCTION TOTAL:</b>	\$ 1,917,071.95	(A + B + C + D = E)	

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
<b>TOTAL</b>	\$ -

### ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS  
Liquid AC Adjustment Spreadsheet

PROJ. NO.

P.I. NO.

DATE

0013924	
3/1/2018	

CALL NO.

9/29/2009

INDEX (TYPE)

DATE

INDEX

REG. UNLEADED

DIESEL

LIQUID AC

Apr-18	\$	2.579
	\$	2.920
	\$	428.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)

**13764.48**

\$

**13,764.48**

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$

684.80

Monthly Asphalt Cement Price month project let (APL)

\$

428.00

Total Monthly Tonnage of asphalt cement (TMT)

53.6

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	185	5.0%	9.25
25 mm SP	591	5.0%	29.55
19 mm SP	296	5.0%	14.8
	<b>1072</b>		<b>53.6</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)

\$

**518.40**

\$

**518.40**

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$

684.80

Monthly Asphalt Cement Price month project let (APL)

\$

428.00

Total Monthly Tonnage of asphalt cement (TMT)

2.018697433

Bitum Tack

Gals	gals/ton	tons
470	232.8234	2.01869743

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)

**0**

\$

**-**

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$

684.80

Monthly Asphalt Cement Price month project let (APL)

\$

428.00

Total Monthly Tonnage of asphalt cement (TMT)

0

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

**TOTAL LIQUID AC ADJUSTMENT**

\$

**14,282.88**



Untitled  
STATE HIGHWAY AGENCY

DATE : 07/30/2018  
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0013924\_CONCEPT SPEC YEAR: 13  
DESCRIPTION: SR26 @ INDIAN BRANCH

COST GROUPS FOR JOB 0013924\_CONCEPT

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
UDEF	DRAINAGE	1.000	54810.00000	54810.00	Y
UDEF	PERMANENT EROSION CONTROL	1.000	27405.00000	27405.00	Y
UDEF	TEMPORARY EROSION CONTROL	1.000	54810.00000	54810.00	Y
UDEF	SIGNING & MARKING	1.000	41110.00000	41110.00	Y
UDEF	TEMPORARY WORK BRIDGE	1.000	27405.00000	27405.00	Y
ACTIVE COST GROUP TOTAL				205540.00	
INFLATED COST GROUP TOTAL				205540.00	

ITEMS FOR JOB 0013924\_CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013924	1.000	125000.00	125000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	97763.39	97763.39
0015	210-0100		LS	GRADING COMPLETE - 0013924	1.000	279222.58	279222.58
0020	310-1101		TN	GR AGGR BASE CRS, INCL MATL	1544.000	35.02	54070.91
0025	402-3103		TN	REC AC 9.5 MM SP, TP11, GP2, INCL BM & H	185.000	93.61	17319.31
0030	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	296.000	95.66	28315.63
0035	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	591.000	94.58	55900.50
0040	413-0750		GL	TACK COAT	470.000	3.26	1536.82
0045	433-1000		SY	REINF CONC APPROACH SLAB	280.000	188.07	52661.91
0050	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	350.000	9.56	3346.43
0055	641-1100		LF	GUARDRAIL, TP T	84.000	68.76	5776.67
0060	641-1200		LF	GUARDRAIL, TP W	1205.000	18.84	22702.49
0065	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	2906.00	11624.00
0075	540-1101		LS	REM OF EX BR, STA NO - 1	1.000	82620.00	82620.00
0080	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 0013924	1.000	513105.00	513105.00
0085	632-0003		EA	CHANGEABLE MESS SIGN, PORT, TP 3	2.000	9388.76	18777.52
0090	456-2020		GLM	INDENT, EDG LN RUMB STRP -GND-IN-PL(CON)	0.500	1051.18	525.59

ITEM TOTAL 1370268.76  
INFLATED ITEM TOTAL 1370268.76

TOTALS FOR JOB 0013924\_CONCEPT

ESTIMATED COST: 1575808.75  
CONTINGENCY PERCENT ( 0.0 ): 0.00

ESTIMATED TOTAL: 1575808.75

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/10/2018

Project: N/A

Revised:

County: Laurens

PI:

13924

Description: Bridge Replacement

Project Termini: SR 26 at Indian Branch

Existing ROW: Varies

Required ROW: Varies

\* ROW to be updated  
annually to correct to  
3 parcels

Parcels: 4

Land and Improvements \$2,991.75

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$0.00

Valuation Services \$17,500.00

Legal Services \$40,200.00

Relocation \$9,000.00

Demolition \$0.00

Administrative \$35,500.00

TOTAL ESTIMATED COSTS \$105,191.75

TOTAL ESTIMATED COSTS (ROUNDED) \$106,000.00

Preparation Credits	Hours	Signature

Prepared By:

*Eric K. Murray*

CG#:

6545

5/14/2018

Approved By:

*Valerie*

CG#:

6/18/18

6/18/18

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

## RIGHT OF WAY CHECKLIST

Description: SR 26 @ INDIAN BRANCH 5.2 MI SE OF BREWTON

PI No.: 0013924

County: Laurens

Project type: Bridge Replacement

Project length: 1938 feet

TPRO Consultant field: ☐ GDOT design ☒ Consultant Design (contract with GDOT)  
☐ local design

System type: ☒ on system ☐ off system

Request type: ☒ preliminary cost estimate ☐ cost estimate review only

Funds available for procurement contract to create estimate: ☐ Yes (\$5000 in contract allotment balance) ☒ No

Request to use ROW fund source: ☐ Yes-must have approval from Katrina Anderson to use ROW's fund source

Multiple alignments: ☐ Yes-all alignments must be submitted at the time of request ☒ No

Project Phase: ☒ concept ☐ preliminary plans ☒ final plans

Expected PFPR date: 04-01-19

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Typical section: ☐ urban ☒ rural ☐ both

Number of parcels: 4

Required right of way: 1.1 Measured in: ☒ Acres ☐ Sq. ft.

Permanent easement: 8436 Measured in: ☐ Acres ☒ Sq. ft.

Driveway easement: N/A Measured in: ☐ Acres ☐ Sq. ft.

➤ Limited access: ☐ Yes ☒ No ☐ Both

- Length of limited access: N/A
- List limited access parcels: N/A

➤ Displacement (s): 0 ☐ residential ☐ commercial

- Residential parcels affected: N/A
- Commercial parcels affected: N/A
- Parking spaces displaced: 0    ☐ Yes ☒ No    amount: N/A
- Residential parcels affected: N/A
- Commercial parcels affected: N/A

Billboards displaced:    ☐ Yes ☒ No    amount: N/A

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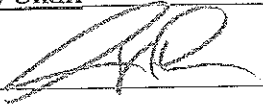
**Attachments:**

- Preconstruction Status Report
- Concept layout (for the concept phase)
- Project financial report (PFR)

Submit cost estimate request to: RW-ConceptMtg Est@dot.ga.gov

GDOT PM Kim Chapman

PM: Rajeev Shah                      date 3-1-18

DPM review:                       date 3-1-18

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE**

Project No: **0013924**  
County **Laurens**  
P.I. # **0013924**

Office: **D2 Utilites**  
Date: **June 7, 2018**

Description: ***Bridge Replacement on SR 26 @ Indian Branch 5.2 MI SE of Brewton***

**FROM** Jamie Lindsey, District Utilities Manager

**TO** Kim Chapman, Project Manager

**SUBJECT PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
AT&T	\$0.00	\$10,000.00	Preliminary info from Utility
Progressive Rural Telephone	\$0.00	\$12,000.00	Preliminary info from Utility
Altamaha EMC	\$0.00	\$54,000.00	Preliminary info from Utility
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
<b>Total 100.00%</b>	<b>\$ 0.00</b>	<b>\$76,000.00</b>	
<b>Department Responsibility 0.00%</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>	
<b>Local Sponsor Responsibility 0.00%</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>	<b>PFA Dated N/A with N/A</b>

**Update All**

\*\* Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Clayton Sanders at 478-553-3382.

cc:

Patrick Allen, State Utilities Administrator  
Kerry Gore, Assistant State Utilities Administrator  
Yulonda Pride-Foster, Utilities Preconstruction Manager  
Todd Price, District Preconstruction Engineer

## Shah, Rajeev

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**From:** Chapman, Kim <KChapman@dot.ga.gov>  
**Sent:** Friday, March 02, 2018 8:21 AM  
**To:** Shah, Rajeev  
**Cc:** Bhattacharya, Saurabh  
**Subject:** FW: P.I. 0013924, Laurens County - Estimated Mitigation Cost for Concept Report

Rajeev,

Please find below concept mitigation cost estimate for 0013924.

Thanks,  
*Kim Chapman*

*Project Manager  
Georgia Department of Transportation  
Office of Program Delivery - 25th Floor  
One Georgia Center -600 W. Peachtree St. NW  
Atlanta, GA 30308  
Office: 770-499-1161; Cell: 561-633-9574  
Email: [kchapman@dot.ga.gov](mailto:kchapman@dot.ga.gov)*

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**From:** Westberry, Lisa  
**Sent:** Friday, March 02, 2018 8:18 AM  
**To:** Chapman, Kim  
**Cc:** Borchardt, David J  
**Subject:** P.I. 0013924, Laurens County - Estimated Mitigation Cost for Concept Report

Kim,

As requested, the estimated mitigation costs for the subject project is **\$13,400**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or be higher once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

**Lisa Westberry** | Special Projects Coordinator | **Office of Environmental Services** | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

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**Roadway fatalities in Georgia are up 33% in two years.** That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile



# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Laurens County **OFFICE** Planning  
P.I. # 0013924 **DATE** March 15, 2018

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

**TO** Kimberly Nesbitt, State Program Delivery Engineer  
**Attention:** Kim Chapman

**SUBJECT** **Reviewed** Design Traffic for bridge replacement along SR 26/US Hwy 80  
(Savannah Ave) Over Indian Branch

We have reviewed the Design Traffic for the above project. The Design Traffic is approved. The approved Design Traffic is furnished in the attached documents: Traffic Study\_PI0013924.pdf, Appendix-0013924-Consultant\_Bridge\_Document.pdf.

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Keith McCage  
HNTB  
Design Traffic Consultant to GDOT  
404-946-5731

CLV/KAM

# PARSONS

3577 Parkway Ln #100,  
Peachtree Corners, GA 30092

MEMORANDUM TO: Dan Funk  
Georgia Department of Transportation, Office of Planning

FROM: Rajeev Shah  
PARSONS

DATE: March 15, 2018

SUBJECT: Traffic Assignments for PI# 0013924, Laurens County, SR 26/  
US 80 (Savannah Ave) @ Indian Branch

PARSONS is furnishing Traffic Assignments for the above project as follows:

## BRIDGE-ID 175-0022-0

NO BUILD=BUILD	2018 (Existing Year)	2023 (Base Year)	2025 (Base Year +2)	2043 (Design Year)	2045 (Design Year + 2)
AADT	1,925	2,075	2,125	2,800	2,875
DHV (AM/PM)	175/ 185	185/ 200	195/ 205	255/ 270	260/ 280
K% (AM/PM)	9.1%/ 9.7%				
D% (AM/PM)	73% (WB)/ 71% (EB)				
24 HR. T% - S.U.	6.5%				
24 HR. T% - COMB.	2.5%				
24 HR. T% - TOTAL	9.0%		Same as Existing Year		
T% - S.U. (AM/PM)	5.0%/ 5.5%				
T% - COMB. (AM/PM)	2.0%/ 1.5%				
T% - TOTAL (AM/PM)	7.0%/ 7.0%				

If you have any questions concerning this information please contact Rajeev Shah,  
[Rajeev.Shah@parsons.com](mailto:Rajeev.Shah@parsons.com)

# Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/5/2017

## Parameters: Bridge Serial Number

Bridge Serial Number: 175-0022-0

County: Laurens

SUFF. RATING: 56.5

Location & Geography			218 Datum:		2- Mean Sea Level		Signs & Attachments	
Structure ID:	175-0022-0		*19 Bypass Length:	4			225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
200 Bridge Information:	06		*20 Toll:	3- On a Free Road or Non-Highway			242 Deck Drains:	1- Open Scuppers.
*6 Feature Intersected:	INDIAN BRANCH		*21 Maintenance Responsibility:	01-State Highway Agency.			243A Parapet Location:	0- None present.
*7A Route Number Carried:	SR00026		*22 Owner:	01-State Highway Agency.			243B Parapet Height:	0.00
*7B Facility Carried:	US 80/SR 26		*31 Design Load:	2- H 15			243C Parapet Width:	0.00
9 Location:	5.2 MI SE OF BREWTON		37 Historical Significance:	5- Not eligible for the National Register of Historic Places			238A Curb Height:	0.4
2 GDOT District:	4841200000 - D2 District Two Tennille		205 Congressional District:	012			238B Curb Material:	1- Concrete.
*91 Inspection Frequency:	24	Date: 05/07/2015	27 Year Constructed:	1932			239A Handrail Left:	1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date: 02/01/1901	106 Year Reconstructed:	0			239B Handrail Right:	1- Concrete.
92B Underwater Insp Freq:	0	Date: 02/01/1901	33 Bridge Median:	0-None			*240 Median Barrier Rail:	0- None.
92C Other Spc. Insp Freq:	0	Date: 02/01/1901	34 Skew:	0			241A Bridge Median Height:	0
* 4 Place Code:	00000		35 Structure Flared:	No			241B Bridge Median Width:	0
*5A Inventory Route(O/U):	1		38 Navigation Control:	0- Navigation is not controlled by an Agency			*230A Guardrail Location Direction Rear:	3- Both sides.
5B Route Type:	2 - U.S. Numbered		213 Special Steel Design:	0- Not applicable or other			*230B Guardrail Location Direction Fwrd:	3- Both sides.
5C Service Designation:	1- Mainline		267A Type Paint Super Structure:	0- Not Applicable. Year : 0000			*230C Guardrail Location Opposing Rear:	0- None.
5D Route Number:	00080		267B Type Paint Sub Structure:	0- Not Applicable Year : 0000			*230D Guardrail Location Opposing Fwrd:	0- None.
5E Directional Suffix:	0. Not applicable		*42A Type of Service On:	1-Highway			244 Approach Slab:	0- None.
*16 Latitude:	32 - 33.1890		*42B Type of Service Under:	5-Waterway			224 Retaining Wall:	1- Cast-in-Place Concrete.
*17 Longitude:	82 - 43.3122		214A Movable Bridge:	0			233 Posted Speed Limit:	55
98A Border Bridge:	0	98B: GA% 00	214B Operator on Duty:	0			236 Warning Sign:	Yes
99 ID Number:	0000000000000000		203 Type Bridge:	D - Concrete pile. O. Concrete A. No Beams O. Concrete			234 Delineator:	Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.		259 Pile Encasement:	3			235 Hazard Boards:	Yes
12 Base Highway Network:	Yes		*43A Structure Type Main material:	1-Concrete			237A Gas:	00- Not Applicable
13A LRS Inventory Route:	1751002600		*43B Structure Type Main Type:	1-Slab			237B Water:	00- Not Applicable
13B Sub Inventory Route:	0		45 Number of Main Spans:	4			237C Electric:	00- Not Applicable
101 Parallel Structure:	N. No parallel structure exists		44 Structure Type Approach:	A:0- Other B: 0- Other			237D Telephone:	31- Side Left.
*102 Direction of Traffic:	2- Two Way		46 Number of Approach Spans:	0			237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	29.71		226 Bridge Curve:	A: Vertical: NoB: Horizontal: No			247A Lighting: Street:	No
*208 Inspection Area:	Area 10		111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway			247B Navigation:	No
*104 Highway System:	0- Inventory Route is not on the NHS		107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars			247C Aerial:	No
*26 Functional Classification:	6- Rural - Minor Arterial		108A Wearing Surface Type:	6. Bituminous			*248 County Continuity No.:	00
*204A Federal Route Type:	F - Primary.		108B Membrane Type:	0. None			36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	00054		108C Deck Protection:	8. Unknown			36B Transition:	1- Meets current standards
105 Federal Lands Highway:	0. Not applicable		265 Underwater Inspection Area:	0			36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks						36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.
217 Benchmark Elevation:	0248.00							
* Location ID No:	175-00026D-029.46E							

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/5/2017

Bridge Serial Number: 175-0022-0

County: Laurens

SUFF. RATING: 56.5

Programming Data		Measurements:			Ratings and Posting	
201 Project Number:	FAP 112 REOP	*29 AADT:	1810		65 Inventory Rating Method:	2-Allowable Stress (AS)
202 Plans Available:	4- Plans in Infolmage.	*30 AADT Year:	2012		63 Operating Rating Method:	2-Allowable Stress (AS)
249 Proposed Project Number:	000000000000000000000000	109 % Truck Traffic:	1		66A Inventory Type:	2 - HS loading.
250A Reconstruction Approval Status:	No	* 28A Lanes On:	2		66B Inventory Rating:	24
250B Route Approval Status:	No	*28B Lanes Under:	0		64A Operating Type:	2 - HS loading.
250C Approval Status Definition:	0	210A Tracks On:	00		64B Operating Rating:	40
250D Approval Status Federal:	0	210B Tracks Under:	0		<b>231Calculated Loads</b>	<b>Posting Required</b>
251Project Identification Number:	0013924	* 48 Maximum Span Length:	18		231A H-Modified:	20 No
252 Contract Date:	02/01/1901	* 49 Structure Length:	68		231B Type3/Tandem:	27 No
260 Seismic Number:	00000	51 Bridge Roadway Width:	23.9000000000000002'		231C Timber:	36 No
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement	52 Deck Width:	27.0'		231D HS-Modified:	25 No
75B Work Done by:	1- Work to be done by contract	* 47 Total Horizontal Clearance:	23.9000000000000002'		231E Type 3S2:	40 No
94 Bridge Improvement Cost:(X\$1,000)	\$93	50A Curb / Sidewalk Width Left:	0.5		231F Piggyback:	40 No
95 Roadway Improvement Cost: (X\$1,000)	\$40	50B Curb / Sidewalk Width Right:	0.5		261 H Inventory Rating:	15
96 Total Improvement Cost: (X\$1,000)	\$172	32 Approach Rdwy. Width:	28.0'		262 H Operating Rating:	24
76 Improvement Length:	286.0'	<b>*229 Approach Roadway</b>			67 Structural Evaluation:	5
97 Year Improvement Cost Based On:	1990	Rear Shoulder Left: Width: 2	Right Width:2.0	Type: 2 - Asphalt.	58 Deck Condition:	5 - Fair Condition
114 Future AADT:	2715	Fwd Shoulder: Left Width: 2	Right Width:2.0	Type: 2 - Asphalt.	59 Superstructure Condition:	5 - Fair Condition
115 Future AADT Year:	2032	Rear Pavement: Width: 24.0	Type:2- Asphalt.		* 227 Collision Damage:	
		Forward Pavement: Width: 24.0	Type:2- Asphalt.		60A Substructure Condition:	5 - Fair Condition
		Intersection Rear: 0	Forward:0		60B Scour Condition:	8 - Very Good Condition
<b>Hydraulic Data</b>		53 Minimum Vertical Clearance Over Rd:	99' 99"		60C Underwater Condition:	N - Not Applicable
113 Scour Critical:	U. No Load Rating; no scour critical data entered.	54A Under Reference Feature:	N- Feature not a highway or railroad.		71 Waterway Adequacy:	8-Equal to present desirable criteria.
216A Water Depth:	0.7	54B Minimum Clearance Under:	0' 0"		61 Channel Protection Cond.:	8-Equal to present desirable criteria.
216B Bridge Height:	10.3	<b>*228 Minimum Vertical Clearance</b>			68 Deck Geometry:	4
222 Slope Protection:	0	228A Actual Odometer Direction:	99'99"		69 UnderClr. Horz/Vert:	N
221A Spur Dike Rear:		228B Actual Opposing Direction:	99'99"		72 Approach Alignment:	8-No reduction of vehicle operating speed required.
221B Spur Dike Fwd:		228C Posted Odometer Direction:	00'00"		62 Culvert:	N - Not Applicable
219 Fender System:	0- None.	228D Posted Opposing Direction:	00'00"		70 Bridge Posting Required:	5. Equal to or above legal loads
220 Dolphin:		55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.		41 Struct Open, Posted, CL:	A. Open, no restriction
223A Culvert Cover:	000	55B Lateral Underclearance on Right:	0.0		* 103 Temporary Structure:	No
223B Culvert Type:	0- Not Applicable	56 Lateral Underclearance on Left:	0.0		<b>232 Posted Loads</b>	
223C Number of Barrels:	0	10A Direction of Travel for Max Min:	0		232A H-Modified:	00
223D Barrel Width:	0.0	10B Max Min Vertical Clearance:	99'99"		232B Type3/Tandem:	00
223E Barrel Height:	0.0	245A Deck Thickness Main:	12.0		232C Timber:	00
223F Culvert Length:	0.0	245B Deck Thickness Approach:	0.0		232D HS-Modified:	00
223G Culvert Apron:	0	246 Overlay Thickness:	2		232E Type 3s2:	00
39 Navigation Vertical Clearance:	0'				232F Piggyback:	00
40 Navigation Horizontal Clearance:	0				253 Notification Date:	02/01/1901
116 Navigation Vertical Clear Closed:	0				258 Federal Notify Date:	02/01/1901

## INITIAL CONCEPT TEAM MEETING

**PURPOSE:** Review draft limited concept report submitted for Contract ID MPOPD1701686

**PROJECT:** 0013924 SR 26 @ Indian Branch 5.2 MI SE of Brewton, Laurens County;  
0013925 SR 10 @ Sweetwater Creek 3.6 MI SE of Thomson, McDuffie County;  
0014907 SR 4/US 1 @ North Fork Spirit Creek 4.7 MI NW of Hephzibah, Richmond County

**DATE/TIME:** March 29, 2018

**Location:** GDOT General Office, 600 West Peachtree Street, Atlanta, GA 30308-RM407

**RECORDED BY:** Rajeev Shah, Parsons

**Attendees:** See attached sign-in sheet

### 1. Introduction of Attendees

- Introduction of those in attendance and those who attended via teleconference.

### 2. Draft Limited Scope Concept Report Discussions: The concept report was presented at the meeting in the following outlined agenda. The minutes will document any comments provided at the meeting.

#### **0014907 SR 4/US 1 @ North Fork Spirit Creek – Richmond County**

- a) Project Justification - No comment. Good as shown in the draft concept report as presented.
- b) Project Termini - No comment. Good as shown in the draft concept report as presented.
- c) Location of Environmental Resources
  - Archaeology: Field survey complete. No Archaeology Sites in the ESB.
  - History: Based upon field survey completed on 2/16/18, it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be making our reports, but we do not have SHPO concurrence at this time.
  - Ecology: Site visit was scheduled for week of March 5th, however, known impounded lake associated with a golf course is a possible foraging habitat for the bald eagle and federally protected wood stork. Potential foraging habitat for the eastern indigo snake is also anticipated to be in the project area. Potentially suitable habitat for Georgia aster to be evaluated further. The state protected bluebarred pygmy sunfish has also been identified in Spirit Creek. Waters identified in the project area include three open waters, three wetlands, two streams, and one ephemeral channel.
- d) Public Involvement Plan (PIP) – A PIP is not anticipated for this project with an on-site detour being proposed. The detour is in line with the feedback from the County’s Assistant Director of Traffic who has recommended closing the bridge and using an on-site detour and lane reduction from four to two lanes. Kim Chapman (GDOT PM) will send a letter/email informing the selected detour option to the county’s Asst. Director of Traffic. This also will be used in NEPA documentation. Parsons will revise the context sensitive solutions section to reflect the early stakeholder coordination and related responses, which is to be provided.
- e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report presented.
- f) Alternatives considered – Provide information in alternative discussions with regards to profile and whether it will be raised or not.
- g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.

- h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
- i) Design Criteria proposed - H-20 will be removed from Existing Design Vehicle and replaced with WB-67.
- j) Typical Sections - No comment. Good as shown in the draft concept report as presented.
- k) Access Control - No comment. Good as shown in the draft concept report as presented.
- l) Right-of-Way Requirements/Estimate, including easement - No additional ROW is required since bridge will be reconstructed on existing location.
- m) Preliminary Construction Cost Estimate - MGMT ROW Date of 3/15/2020 will be added to the project cost estimate cover form. Kimberly Nesbitt's spelling will be corrected.
- n) Name, size and location of utilities along project (including Utility Cost Estimate) – The District 2 (D2) Utility Engineer stated that there are no utility conflicts on this project.
- o) Public Interest Determination (PID) findings - PID is not required.
- p) SUE - The D2 Utility Engineer confirms that SUE is not required.
- q) Maintenance of traffic - As stated in the concept report, an on-site detour is being proposed during construction.
- a) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
- r) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with existing ROW corridor. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
- s) Temporary Impacts and Easements associated with Bridge Construction - Not required.
- t) Other general comments by Kim Chapman (GDOT PM):
  - PI number is to be removed from Project Number tab on cover page
  - General Location Map should zoom in for clarity

**0013924 SR 26 at Indian Branch, Laurens County**

- a) Project Justification - No comment. Good as shown in the draft concept report as presented.
- b) Project Termini - No comment. Good as shown in the draft concept report as presented.
- c) Location of Environmental Resources
  - Archaeology: Field survey complete, no archaeology sites in the ESB.
  - History: Based upon field survey completed on 3/6/18, it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be making our reports, but we do not have SHPO concurrence at this time.
  - Ecology: 1 stream, wetlands at all four quadrants, suitable habitat for the federally listed indigo snake, red cockaded woodpecker, and several plant species exist in the project corridor.
- d) Public Involvement Plan (PIP) – It was the design's initial assessment that a PIP will not be required based on the Preferred Realignment option. However, based on the GDOT PM's comments, the preferred alternate will be revised to an Off-site detour and replacing the bridge at the existing location. With road closure being considered, a detour meeting will be required for this project and the final concept report will be revised to reflect that accordingly. The design and environmental team will work together to provide the detour layout, handout, fact sheet and checklist to GDOT PM for review and further feedback from Office of Program Delivery.
- e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report as presented.



- f) Alternatives considered - 3 alternatives were considered and based on design team's initial assessment, a realignment option was deemed to be preferred. However, as stated before, the preferred alternative will be revised to be an off-site detour option with bridge replacement along the existing alignment. The off-site detour will be 3.5 miles, which will provide cost and schedule savings. Stakeholder support for the off-site detour option will be gauged through a detour meeting. Final concept report will be revised to show the off-site detour option as discussed.
- g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.
- h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
- i) Design Criteria proposed - No comment. Good as shown in the draft concept report as presented.
- j) Typical Sections - No comment. Good as shown in the draft concept report as presented.
- k) Access Control - No comment. Good as shown in the draft concept report as presented.
- l) Right-of-Way Requirements/Estimate, including easement - The ROW information will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
- m) Preliminary Construction Cost Estimate - The construction cost estimate will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
- n) Name, size and location of utilities along project (including Utility Cost Estimate) - The District 2 (D2) Utility Engineer stated that there are no utility conflicts on this project.
- o) Public Interest Determination (PID) findings - PID is not required.
- p) SUE - The D2 Utility Engineer confirms that SUE is not required.
- q) Maintenance of traffic - Off-site detour will be provided with road closure for bridge replacement.
- r) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
- u) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with available ROW footprint. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
- s) Temporary Impacts and Easements associated with Bridge Construction - With offsite detour alternative being recommended as preferred, any temporary impacts and easements associated with the bridge construction will be analyzed and accordingly provided in the final concept report.
- t) Other general comments by Kim (GDOT PM)
  - PI number is to be removed from Project Number tab on cover page.
  - General Location Map should zoom in for clarity.
  - Correct US 280 to US 80 on plan drawing.

**0013925 SR 10 at Sweetwater Creek, McDuffie County**

- a) Project Justification - No comment. Good as shown in the draft concept report as presented.
- b) Project Termini - No comment. Good as shown in the draft concept report as presented.
- c) Location of Environmental Resources
  - Archaeology: Field survey complete. No archaeology sites in the ESB
  - History: Based upon field survey completed on 2/16/18 it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be taking our reports, but we do not have SHPO concurrence at this time.
  - Ecology: 2 streams, 5 wetlands, and suitable habitat for the Georgia aster and relict trillium exists in the project area.

- d) Public Involvement Plan (PIP) – It was the design team’s initial assessment that a PIP will not be required based on the Preferred Realignment option. However, based on the GDOT PM’s comments, the preferred alternate will be revised to an off-site detour and replacing the bridge at the existing location. With road closure being considered, a detour meeting will be required for this project and the final concept report will be revised to reflect that accordingly. The design and environmental team will work together to provide the detour layout, handout, fact sheet and checklist to GDOT PM for review and further feedback from Office of Program Delivery
- e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report as presented.
- f) Alternatives considered - 3 Alternatives were considered and based on design team’s initial assessment a realignment option was deemed to be preferred. However, as stated before, the preferred alternative will be revised to be an off-site detour option with bridge replacement along the existing alignment. The off-site detour will provide cost and schedule savings. Stakeholder support for the off-site detour option will be gauged through a detour meeting. Final concept report will be revised to show the off-site detour option as preferred.
- g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.
- h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
- i) Design Criteria proposed –Due to the close proximity to the City of Thomson and State Bike Route 223, a 6.5 ft paved shoulder is proposed for SR 10, even though SR 10 is currently not included in the State Bicycle Plans. GDOT PM recommended to get Bill Duval’s concurrence on paved shoulder width for bicycle accommodation.
- j) Typical Sections – They will be updated based on GDOT decision on paved shoulder width.
- k) Access Control - No comment. Good as shown in the draft concept report as presented.
- l) Right-of-Way Requirements/Estimate, including easement – The ROW information will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
- m) Preliminary Construction Cost Estimate - The construction cost estimate will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
- n) Name, size and location of utilities along project (including Utility Cost Estimate) - D2 utility engineer provided correct utility owner information. “Jones Intercable” for cable and “Georgia Power Company Distribution and Transmission” for electric. Sanitary Sewer will be removed from the utility owner table.
- o) Public Interest Determination (PID) findings - PID is not required.
- p) SUE - The D2 Utility Engineer confirms that SUE is not required.
- q) Maintenance of traffic - Off-site detour will be provided with road closure for bridge replacement.
- r) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
- s) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with available ROW footprint. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
- t) Temporary Impacts and Easements associated with Bridge Construction – With offsite detour alternative being recommended as preferred, any temporary impacts and easements associated with the bridge construction will be analyzed and accordingly provided in the final concept report.
- u) Other general comments by Kim (GDOT PM)
  - PI number is to be removed from Project Number tab on cover page.

- General Location Map should zoom in for clarity.
- Correct Road name as Augusta Highway on first page.
- Intersection Control Evaluation (ICE) is not required for Lokey Dr.

### 3. Project Risk Management

- Environmental: There are potential species that needs to be reassessed based on survey results to be carried out in April 2018.

### 4. Project Development Schedule

- Concept Report resubmission to PM for review based on comments: April 13, 2018
- PM submits Concept Report: April 30, 2018
- Concept Report Review and Comments: April 30, 2018 to July 5, 2018
- Management Concept Approval Complete: July 5, 2018

### 5. Additional Information, Comments and Concerns

- Survey
  - 0013924 and 0013925 surveys are completed and have been submitted for GDOT review and comment.
  - 0014907 field survey is ongoing and will finalize the survey report and database by 3<sup>rd</sup> week of March.

### 6. Action Items

- Detour layout, new road layout (off-site detour option), hand out, fact sheet and worksheet for both 0013924 and 0013925 will be provided to GDOT for PIOH meeting. (Parsons)
- Concept reports will be updated, and resubmitted based on schedule mentioned on Item 4. (Parsons)
- Survey Reports will be submitted as they are completed. (Parsons)
- Environmental Resource Identification and Surveys will be completed as per schedule. (Parsons)
- Parsons will get Bill Duval's concurrence on 6.5 paved shoulder for 0013925 SR10
- Kim Chapman (GDOT PM) will schedule Detour meeting for 0013924 and 0013925 after receiving required documentation.
- Kim will provide some language to add to the concept report that will allow us to use either the realignment option or off-site detour option depending on the PIOH outcome and a revised concept report will not be required.
- Parsons will perform a reconnaissance of the proposed detour route on PI 0013924 & 0013925 to make sure there are no issues before we propose it as preferred alternative. If there are any load limited bridges or any other constraints, they will be discussed in the concept report. If there are any major issues, we may need to just retain our current concept.

## CONCEPT TEAM MEETING SIGN-IN SHEET

**Project: 0013924, 0013925 & 0014907**

**Meeting Date/Time: March 29, 2018 @ 1:30 PM**

**Facilitator:** Kim Chapman

**Place/Room:** OGC Conference Room 407

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